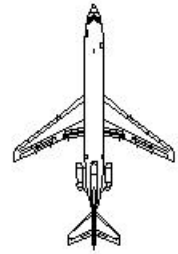
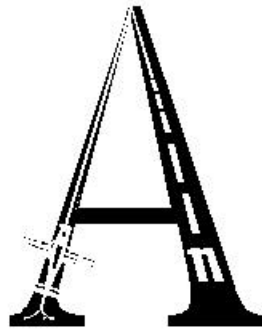




**Western
Pacific
Region**



**Airports
Division**

San Francisco Airports District Office
831 Mitten Road, Room 210
Burlingame, CA 94010
(650) 876-2775
(650) 876-2733 Fax

Regional Airports Division Headquarters
P.O. Box 92007 World Way Postal Center
Los Angeles, CA 90009-2007
(310) 725-3600
(310) 536-8600 Fax

Honolulu Airports District Office
P.O. Box 50244
Honolulu, HI 96850
(808) 541-1232
(808) 541-3462 Fax

WINTER

1999

What is The Airports Division's Programming Section?

- The Programming Section of the Planning and Programming Branch is primarily responsible for the administration of the Passenger Facility Charge (PFC) Program and the Airport Improvement Program (AIP) for the Western Pacific Region. The staff of five performs the following duties:
- Conducts final agency review of PFC Records of Decision processed under FAR Part 158 for signature by the Division Manager.
- Reviews PFC collection data for the Region and prepares summary collection reports.
- Maintains fiscal controls for the AIP including the development and maintenance of the program status report.

- Reviews and approves requests for grant amendments including increases to the federal obligation.
- Processes AIP grant payments and resolves all payment issues.
- Monitors liquidating contract authority for payment of claims as they become due.
- Provides technical support to system users and ensures the integrity of Western-Pacific Region data in the national AIP database.
- Coordinates responses to single audit findings and recommendations concerning AIP projects.

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AIRPORTOPICS

- Serves as Airports Division liaison to the Accounting Division on all fiscal matters involving AIP.
- Validates need and determines credit of donations of land needed for airport projects involving federal assistance and the extent of federal participation based on the value of donations.
- Conducts final agency review of requests for conveyance of surplus federal property to public airport sponsors for airport purposes, as provided by statute, and recommends action to controlling agency.
- Conducts final agency review of requests for release from federal obligations on property no longer needed for airport purposes and recommends approval or disapproval to the Division Manager.
- Administers the land acquisition and relocation assistance program for airport projects.
- Serves as the division focal point for all Freedom of Information Act requests. Reviews responses to ensure compliance with the Act, appropriateness of fees, and disclosure of exemptions covered by statute.
- Provides program guidance and assistance to the Division Standards Section and the Airports District Offices in San Francisco and Honolulu.



Standing: Sam Iskander, Darlene Williams, Jaime Duran, Sam Samad. Seated: Mia Ratcliff

Bird Strike Committee

The first combined Birdstrike Committee USA/Birdstrike Committee Canada meeting will be held in Richmond, British Columbia, Canada from May 9-13, 1999. Representatives from our neighbors from the south, Mexico, will be in attendance as well people from across the pond (Atlantic Ocean). It will be a great opportunity to obtain information on the latest technologies in wildlife hazard management, and also to listen to and share information on how other airports deal with the very same problems that you may have at your own airport.

The last date for payment of the registration fee of \$ 250.00 (Canadian) is February 26, 1999; after that date, the registration fee will be \$ 300.00 (Canadian). The last date for reserving a room at the host hotel is March 8, 1999 and at the overflow hotel is April 4, 1999. The cost for a standard room (single/double) for either hotel is \$ 115.00 (Canadian).

For additional conference information please contact Mr. Bruce MacKinnon, Wildlife Control Specialist of Transport Canada by E-mail at mackinb@tc.gc.ca, phone (613) 990-0515 or fax (613) 990-0508.

Fuel Transfer Bonding

Aircraft fuel servicing (both fueling and de-fueling) involves the transfer of flammable or combustible liquid fuel from bulk storage to aircraft fuel tanks. Hydrocarbon fuels such as AVGAS and Jet-A, generate electrostatic charge when passing through the pumps, pipes, valves, hoses and filters of a fuel transfer system. In the filters/separators of fueling equipment, charge levels on fuel can increase by a factor of more than 100 to 1. NOTE: This movement in pressurized fuel hydrant systems also produces electrostatic charge. When electrostatic charge develops and fuel vapors are also present, the potential for fire increases significantly.

Because of the nature of liquid fuel, vapors may be present in the proper proportion with air to

AIRPORTOPICS

result in combustion, for example approximately 1% to 8% gasoline vapor by volume in air is combustible. Basically, electrostatic charges are pluses (++++) that are physically separated from minuses (----). If a wire or any other conductor is connected between these physically separate places, a current flows and the pluses will immediately cancel the minuses resulting in no net charge. A more complete discussion of static electricity in fuels is contained in National Fire Protection Association (NFPA) Code 77, *Recommended Practice on Static Electricity*.

During fuel transfer, flow begins through pipes, pumps, valves, hoses and filters causing separation of pluses and minuses. In aircraft fueling, one current (either pluses or minuses) goes along with the fuel into the aircraft and the other current stays behind creating a large voltage difference. The charges that develop in the pipes, pumps, valves, etc., eventually travel to the vehicle frame. The charges that are carried away in the fuel to the aircraft will collect at the airframe. This action will cause a truck to be charged with pluses and an aircraft charged with minuses (or vice versa). Bonding, simply connecting the truck to the aircraft with a wire or cable, causes the minuses on the aircraft to return to the truck frame and cancel the pluses there. The result is no voltage difference and no net charge.

NFPA 407, *Standard for Aircraft Fuel Servicing*, requires fueling equipment to be bonded to aircraft using an appropriate wire, cable, clip or plug prior to making any fueling connection. This bond must be maintained until fueling connections have been removed. Bonding and fueling connections shall be disconnected in reverse order of how they were connected. This procedure allows separated charges generated during the fueling operation to reunite. NFPA has determined the practice of grounding during aircraft fueling or refueler loading is no longer required.

This determination was made on the basis of the following:

- grounding does not prevent sparking at the fuel surface,
- grounding is not required by NFPA 77, *Recommended Practice on Static Electricity*
- wire/cable used for grounding might not be capable of conducting current in the event of an electrical fault in the ground support equipment connected to the aircraft and could become an ignition source if the wire fuses,
- additionally, static electrical grounding points can have high resistance making them unsuitable for grounding

NOTE: When an aircraft must be grounded for electrical reasons or for maintenance, wire or cable suitable for these purposes should be utilized. A typical wire/cable used for electrostatic grounding is too small and some have actually melted under high voltage causing an ignition source where fuel vapors are present. This may happen when a ground power unit/generator attached to an aircraft malfunctions. Concerns over this type of occurrence provided further cause for NFPA to delete the grounding practice. For more information regarding fuel transfer bonding, see NFPA 407, Section 3-4 and Appendix A-3-4.

FAR Part 139.321 requires certificate holders to establish and maintain procedures for protection against fire and explosions in storing, dispensing and otherwise handling fuel and other hazardous substances and materials. Advisory Circular 150/5230-4 provides guidance on the subject of Aircraft Fuel Storage, Handling and Dispensing on Airports. Additional information regarding fuel safety utilized in the preparation of this article can be obtained through the web site www.gammontech.com.

[References: Gammon Technical Products, GamGram No. 40; National Fire Protection Association 407, *Standard for Aircraft Fuel Servicing*; FAA Advisory Circular 150/5230-4.]

**New & Updated
Advisory Circulars**

Advisory Circular 150/5340-28, Low Visibility Taxiway Lighting Systems, was signed September 1, 1998. This is a new Advisory Circular and it describes the standards for design, installation, and maintenance of low visibility taxiway lighting systems, including taxiway centerline lights, stop bars, runway guard lights, and clearance bars.

Advisory Circular 150/5345-3E, Specifications for L-821, Panels for Control of Airport Lighting, was signed on September 1, 1998. This Advisory Circular is an update to 150/5345-3D and it provides the specified manufacturing requirements for panels used for remote control of airport lighting and auxiliary systems. This update includes a control panel for stop bar lighting systems and a control panel for land and hold short operations lighting systems.

Advisory Circular 150/5345-46B, Specification for Runway and Taxiway Lighting Fixtures, was signed on September 1, 1998. This Advisory Circular is an update to 150/5345-46A and it contains the specifications for light fixtures to be used on airport runways and taxiways. The principal changes to this Advisory Circular include deletion of some types of light color combinations and the addition of various light fixtures. This Advisory Circular update also includes an overall review of the document with the appropriate changes incorporated.

Advisory Circular 150/5345-53B, Airport Lighting Equipment Certification Program, was signed on October 23, 1998. This Advisory Circular replaces Advisory Circular 150/5345-53A. This document provides information on how an organization can get FAA acceptance as a third part certification body and how manufacturers may get equipment qualified under the program. Appendix 3, Certified Airport Lighting Equipment, and Appendix 4, Address List of Certified Airport Lighting Equipment Manufacturers, are updated once a month as an addendum. Equipment that was listed in previous addendum's is replaced by the latest addendum. This document is available on the Internet at <http://www.faa.gov/arp/534553ad.pdf>.

All of these Advisory Circulars mentioned in this article can be downloaded from the Internet at <http://www.faa.gov/arp/150acs.htm> or you can contact your local FAA Airports Division or Airports District Office for a copy.

Fuel Handling Fire Safety Training And Certificates

For those airports that have a need for their fueling supervisor, or their tenant fueling supervisor to complete a Fuel Handling Fire Safety course and receive a certificate, there is some good news! Certificated Airports must comply with Section 139.321(e)(1) that requires "At least one supervisor with each fueling agent shall have completed an aviation fuel training course in fire safety, which is acceptable to the Administrator."

In the past, the nearest of these training courses were in Colorado, Oklahoma or Texas. We now have two training courses in Fuel Handling Fire Safety in the Los Angeles/Orange County area.

For information on the times and general information of the Fuel Handling Fire Safety courses in the Los Angeles area, contact:

Orange County Fire District, Station 33
Attn: Captain Ray Valenzuela
366 Paularino Avenue
Costa Mesa, CA 92626
Telephone (714) 751-2800

Burbank/Glendale/Pasadena Airport Authority
Airport Fire Department, Chief Max E. Benton
2627 Hollywood Way
Burbank, CA 91505
Captain Anthony Coy, Training Officer
Telephone (818) 562-6699
FAX (818) 842-9893

Both of these training courses are conducted at John Wayne Airport and Burbank Airport.

How To Reach Us...

Effective December 17, 1998, Western Pacific Region's Hawthorne office, Standards Section, reassigned development responsibilities to its Program Engineers for both Southern California and Arizona airports. Planner responsibilities (Margie Drilling, AWP-621.3) remain unchanged. The following list is provided for your use and dissemination:

CHARLES McCORMICK/AWP-621.1: (310) 725-3626
(Electrical Engineer/Airfield Lighting Specialist)

SAN BERNARDINO COUNTY (CA)
All *except* Ontario International and Upland (Cable)

DAVID DELSHAD/AWP-621.2: (310) 725-3627

COCONINO COUNTY (AZ) – Page and Williams only
MOHAVE COUNTY (AZ) - All
YUMA COUNTY (AZ) - All
LA PAZ COUNTY (AZ) - All
RIVERSIDE COUNTY (CA) - All except Palm Springs Regional

MARGIE DRILLING/AWP-621.3: (310) 725-3628
(Planner)

Administers all Airport Master Plan Grants for Standards Section
(Southern CA only and all AZ)
Administers coordination of all Airport Layout Plans (ALP's) for Standards Section
Administers Airport Capital Improvement Plan (ACIP) annual program submissions
Monitors Airport Annual Financial Summary Reports for Standards Section

MANUEL ESCOBAR/AWP-621.4: (310) 725-3629

APACHE COUNTY (AZ) - All
COCHISE COUNTY (AZ) - All
COCONINO COUNTY (AZ) – Tuba City only
GRAHAM COUNTY (AZ) - All
GREENLEE COUNTY (AZ) - All
NAVAJO COUNTY (AZ) - All
PIMA COUNTY (AZ) - All
PINAL COUNTY (AZ) - All
SANTA CRUZ COUNTY (AZ) - All
City of Tucson (AZ) - non-airport sponsor: Regional ARFF Training Facility

RUBEN CABALBAG/AWP-621.5: (310) 725-3630

LOS ANGELES COUNTY (CA) - All *except* Long Beach
SAN BERNARDINO COUNTY (CA) - Upland (Cable), Ontario International
City of Ontario (CA) - non-airport sponsor

ERIC VERMEEREN/AWP-621.6: (310) 725-3631

IMPERIAL COUNTY (CA) - All
ORANGE COUNTY (CA) - All
RIVERSIDE COUNTY (CA) - Palm Springs only
SAN DIEGO COUNTY (CA) - All

KEVIN FLYNN/AWP-621.7: (310) 725-3632

LOS ANGELES COUNTY (CA) - Long Beach only
SANTA BARBARA COUNTY (CA) - All
VENTURA COUNTY (CA) - All
MARICOPA COUNTY (AZ) - Phoenix Deer Valley/Phoenix Goodyear/
Phoenix Sky Harbor

RUDY VICTORIO/AWP-621.8: (310) 725-3633

MARICOPA COUNTY (AZ) - All *except* City of Phoenix Airports
(Deer Valley, Goodyear, Sky Harbor)
GILA COUNTY (AZ) - All
YAVAPI COUNTY (AZ) – All
COCONINO COUNTY (AZ) – Flagstaff only

GEORGE BULEY/AWP-621.9: (310) 725-3617

COCONINO COUNTY (AZ) – Grand Canyon only
KERN COUNTY (CA) – All
INYO COUNTY (CA) – All
Monitors Pavement Maintenance Obligation Program for Standards Section

Customer Survey

We would appreciate you taking a few moments to respond to this survey. Survey responses will help improve our service to you our customer.

If you have communicated by phone with our office:

	Poor		Average		Good
1. Phone answered promptly	1	2	3	4	5
2. Our staff courteous	1	2	3	4	5
3. Our staff helpful	1	2	3	4	5
4. Follow-up action completed	1	2	3	4	5
5. Overall quality of response	1	2	3	4	5

Comments on above questions:

Concerning AIRPORTOPICS:

	Poor		Average		Good
1. Contents of issues	1	2	3	4	5
2. Articles help me in my job	1	2	3	4	5
3. Articles are relevant	1	2	3	4	5

Comments on above questions:

Additional subjects I would like to see articles on:

RETURN TO: Administrative Officer, AWP-602
P.O. Box 92007 WPC
Los Angeles CA 90009-2007
Or FAX 310-536-8600